TO-DAY'S REPUBLIC

NINETY SECOND YEAR.

ST. LOUIS, MO., SUNDAY, MARCH 25, 1900.

PRICE FIVE CENTS.

WASHINGTON

AVENUE

VIEWS AND RULES CONCERNING A PUBLIC NUISANCE.

Swearing on Street Cars an Offense That Needs Curbing.

One observer's comment:

"In the smaller towns, where architects are naknown, the man for whom a house is built casts the deciding your in the planning of it. I shally, if he be a citizen of standing, the house must be many closed and stained glassed, and there must be scroll work -'ginger bread,' I have heard it called. If he is a man of taste, the colors, the glass and the serolls will be ornaments; if he lacks taste they will be atrocities,

"This is as true of the building of a sentence, "Most of us-men of America-are not content with plain statements. Our schiebers, must be decerated; an adjective here, an adverb there. If the proper word of qualification does not come readily to our lips, we hesitate, per haps, at first, there throw in an oath. After awhile we cease to hesture. Then we are habitual swencers

"Our statements are not decorated, now; they are distirured. But the essential future is a complished they are "Profamity as a habit is the result of lack or loss of estucation. The first statement needs no explanation further

than I have given. "When the man of education begins the frequent use of probability, because of legiclessness or association, beneglects good English, in the use of which, inevitably he becomes metherical. Then he becomes an habitual

The Official Position.

All conductors are instructed to prevent swearing on their case. The ratio is as of 120 the structure business, and if it is violated on any of the lines of this company I am not aware of the fact.

*

What a Conductor Says.

Swearing, boisterous behavior and general misconduct don't go on my car. I speak kindly to the offender once, and if he doesn't subside I ask him to leave the car. I never had but two men to tefuse to leave the car, and these I turned over to pollosmen. They were fined for distribution there is to be according to the peace. A PARK AVENUE CUNDUCTOR. The property of the peace of t

WHAT A MAN THINKS OF IT. THE WOMAN'S VIEW OF IT.

Profamity in public seemingly has become spill-mic in St Louis. Profanity without reason, without regard to relevancy and with absolute disregard of surroundings. Witness the conversations between men that seem to have become the rule of street cars in this city-not foud, betsterous arguments; talks between seatmates, carried on in the ordinary tone. If persons sitting in the next seat behind you are talking, meet of their conversation comes to you as plainly as though addressed to your ear. You must hear; "and," said the lady who first directed my attention closely to the subject. "One gots a liberal execution in swear words on St. Louis etreet cars, no matter what his or her ideas on profanity may be.

Books and tradition tell us that the "Blue Laws" prescribed the pillory and stocks for public profaners 20 years ago. No. farther back than the early days of my generation boys' mouths. whence issued inproper words were secured with soap and water, if their mothers knew. This is not hearsny. The last named measure should be revived, if either is necessary, for the most numerous of the offenders have not long passed the age when their mothers should demand personal accounting for their

Boys-16 to 21-it has been my experience, use in public-on the street cars, anyhow-more profane words to the sentence, and in louder tone, than men. Why do they do it? One would think from their seeming efforts to attract attention that they have a theory that profamily adds to their stature; that it is an accomplishment that should remove the last doubt that they are real men. Yet, the great majority of the young men I have heard swear in public would resent an intimation that they were not gentlemen. They are well dressed; some of them have rhad by the retinement of good family and education. None of them would wear a soiled collar. He would consider himself in until condition to appear in public. But he will use dirty language in public-in the hearing of ladies-and advertise it. Soupsuds certainly appeal to one who has suf-

fered under the words of these yeaths.

But how is the remedy to be applied? Probably the street-car empany would not readily agree to provide a backet of somy ater for each car; and then we should have to have a public nouth-washer and any number of assistant mouth-washers. Judging by present St. Louis officialdom, all the moral effect

would be lost in the washing. Pillory and stocks wouldn't do, of course. I have an idea that they never were a great factor in curbing profanity. Fancy sitting with your head tast in one lole in a heard, your hands locked in others and your feet fast, too; the sun beating down on your impenitent head (I know I should not be penitent), and your neighbors pausing as they passed to exchange personal remarks about you in an impersonal manner. Almost any one would swear. And then, what about liberty in this great Republic? Are you going to put a free-horn American citizen in stocks? I should think not.

This point was put to an elderly gentleman by a young man on an Olive street car, with whom the older man had remonstrated for his rather loud and certainly profane conversation. Wasn't he an American citizen? Who was going to stop his talking? Certainly not the old man, who was trying to end a present cvil;

I heard the same argument put up by a drunken negro one morning on an owl car. He had more trouble convincing the passengers. He had to draw a gun, finally. But it came to the came thing-both were free-born American children, and as such they intended to do just as they —— pleased. You see, stocks recorded.

they intended to do just as they—piensed. Too see, account wouldn't do.

I suppose that ladies, and those men who do not practice not enjoy profamity—not in public—will have to wait until the epidemic runs its course; unless some one can find the prefamity germ, and then find an anti-profamity germ serum. I'm convinced it is a disease and that it is epidemic. Surely there's enough decency and self-respect in American men to puil them through. It must be a disease, for Americans have become world-famous for their courage; and do you know of anything more cowardly than to inflict vile language on the ears of a woman just because she isn't your mether, or sister, or wife, or sweetheart? No American in proper condition would do it. Therefore, it is a disease. And, as I have seid, it seems to be epidemic now.

A MAN.

Revised City Ordinance.

sinful, to do so, thanked a man for string found year in his profine exclamation, having found himself in the presence of the lady turned to applicate met, instead of a haughty and resentful look, a modest and sincere "thank you." But what of the swearing, the rough and shocking protabilty that one hears in public places that is offer indulged in by men as a sort of ideasactry?

A sensible women said recently, "I never extent mon, just because I am a woman, to assume a milk-and-work to provoke him?"

It but always a sign of unmar up and use a string of profacilly when talking with his an clater, whether a woman is present or not, is lacking in the There is a notictable disregard however, for the

sman in public places. The average man bears himself some what with the attitude of one who would say: "Ob, well, if she does not like this site can get home. Women have no busines in such places, anyway."

Now, this rough man-and he e-rightly must be rough b nature, no matter how much points as to do and appear has taken on would hardly be the one to judge where it i

The cluber must be set for par herself on an even footing with themselves. This, hences profamity. Profamity is not only against the law of book decemen, but it is amainst the law of Gel, and certainly of men except in their patters,

Street cars should not be remarded by "public property." A matter of lact, they are not that. Though one pay one's facto ride in them, the fee is never sufficient to allow him to make travel with him. Street gars are to be used merely as a menu of transportation, and should not be recarded as a good meeting place, where grievances may be aired and conversation carries s is a foul and rough tone.

It must be admitted that as a rule the American woman i treated by the American man with perfect courtesv in all public places, but there are exceptions to the rule every now and main and there is no reason why these exceptions gheald be over

fine, but there have been as many more great and farming who would have thought it braight the dignity of a gentleman tion or the person who provoked their unger. It is no sign of president or somerfacily or manifests to make the or remain and profane words. It may be allowed us in this day and age to talk of many things that were once forbiblen in police owners, an this we say is due to our "broadminds duese." That is is sex come to think that it is quite the proper thing to be a coarse and correfined in speech as they may leed inclined to, and

The age of gallantry is not deed, I am sure, but it is cortainly mapping in spots, at any rate. And there is no won-"advanced" that she does not shrink from profamity, whether the man, inclined to profesity and the belief that women ar growing less somilive, because of their new position in the world's busy affairs, thinks so or not.

NEWS FROM THE AUTOMOBILE WORLD.

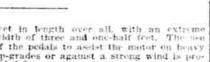
Not a little attention is being devoted by American inventors to the designing of a self-propelled vehicle carrying at least two persons, which shall not be handicapped by persons, which shall not be handicapped by the too great weight which is often present in the usual form of automobile—in short, a mean between the automobile proper and the motorcycle. One of the most successful attempts to solve this problem is shown in the accompanying illustration. This fourtheat equipped for service, is of the gasoline equipped for service, is of the gasoline simed at. The accompanying illustration is aimed at. The accompanying in the accompanying illustration being accomplished in a very few minutes. Casoline is the motive power in this case also, indeed, it has been found difficult to discover a substitute for the gasoline engine where lightness of construction of the same child to stage.

Another example of foreign construction to many particulars, is the time among that it may be used either as a tricycle or quadricycle, the work of the same child in stage. The results of fereign experiments with found difficult to discover a substitute for the gasoline engine where lightness of construction is aimed at. The accompanying pared with the American machines, the gens



Electro-Gasoline Automobile.

variety, with a 1% horse power motor, pos sessing a speed range of from two and one-half to twenty-five miles an hour. The front seat is similar to that of an ordinary buggy, while the rear rider, who is also the opera-tor, occupies a bicycle saddle, from which all the devices for the controlling of the machine may be manipulated with case. The construction of the frame is especially strong, the use of bicycle tubing allowing of the maximum strength with the minimu Easht. The machine is seven and one-half







THE "VOITURETTE PY" GASOLINE TRICYCLE—FRENCH,



ST. LOUIS' GREATEST STORE.

GRAND OPENING

Monday, * Tuesday, * Wednesday,

26th, 27th and 28th.

In Every Department Throughout the Big Store

Each stock shows forth in its fullest splendor, each stock rivals its neighbor for superiority. Every department in oter store is better, brighter, stronger and more inviting than at any time before. The new merchandise blooms and blossoms with thousands of brilliant new ideas, showing every weave, every color combination, in chic, new conceits and creations from the brains of the world's best designers. This is the most magnificent, gorgeous and ambitious Opening Display ever put forth by this store; it's an object lesson of beauty and style; a sight well worth coming to see. You are cordially invited to attend this rare exposition. There is poetry and art in the charming color-work of these beautiful textile exhibits. Come and enjoy these Opening Days.



GRAND OPENING EXPOSITION OF

New Spring Silks

From every clime. Every country on the globe producing silks sends its choicest weaves for this exposition of high-class staple and exclusive Novelty Silks in Satin, Cashmere, Taffeta, Persian Foulards, Lace Stripe Taffetas, Pastel Plaid Taffetas, Printed Crepe de Chine, Printed Indias, etc., etc., etc. Qualities the best; beauty and designs unexcelled.

GRAND SPRING OPENING OF

Novelty Dress Goods.

St. Louis's greatest gathering of Fashionable Dress Fabrics, embracing every novelty of note attracting attention in domestic and foreign manufacture. It will be a superb showing of the new century's best creations and novelties in chic genteel woolen textiles.

MAGNIFICENT OPENING Monday of Lace A Dresses and Robes; the choicest of the New Paris Goods secured direct by our own Paris buyer.



OPENING of Men's and Women's Gloves

We show some beautiful new importations for Spring wear in Kid Cape and Suede in all the favorite shades, with the neatest of embroideries. Styles include full lines of the out-seam pattern now so

much in demand, with button clasps or the latest Foster books and patent snap

OPENING OF NEW SPRING AND SUMMER

Millinery

Monday, Tuesday, Wednesday, March 26th, 27th and 28th.

The dainty, charming and fascinating

event is here. Don't miss the best show

of Spring Millinery that we have ever given or St. Louis has ever seen; will be exhibited in our Millinery Salon on Second Floor. 'Tis the most beautiful and comprehensive showing of Pattern Hats, Bonnets, Teques, etc., etc., etc., ever shown. Copious examples of the foreign milliners' art selections from original sources and a multitude of ideal home conceptions will lend a brilliant coloring to this important event. A noteworthy collection of Millinery Novelties will be placed on view far surpassing the usual showing incident to such occasions. A

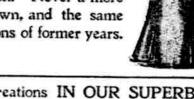
rich display of Flowers, Feathers, Braids, Jets, Ornaments, Aigrettes, Hat Pins, etc

A BRILLIANT OPENING IN ART AND FANCY GOODS. & Paris Novelties in Ladies' Neckwear, New Novelties in Parasols, Newest in Dainty Wash Fabrics, the Newest in Lingerie and Infants' Wear, French Flannels. Juvenile Styles in Boys' Clothing, Laces and Embroideries. The Newest Novelties in Ribbons and Opening of the newest in Carpets, Furniture and Upholsteries.



SPRING OPENING AND EXPOSITION OF HIGH-CLASS Tailored Suits, Separate Skirts, Jackets, Street and Visiting Gowns and Dainty Waists, Misses' and Children's Suits and Jackets.

This will be the style event of the season, interesting as an exposition of correct Spring Fashions, and well worth a special visit to see our choice collection. Never a more interesting display. Many new materials and exclusive ideas will be shown, and the same superiority of style, fit and finish will be found that has marked our creations of former years. See how tempting we have made the prices as well as the styles.



SEE the Charming, Gorgeous, Fascinating Display of Fashions. Choicest creations IN OUR SUPERB SHOW WINDOWS. It's a dream of art and beauty and an exhibition worth coming miles to see SHOW WINDOWS. It's a dream of art and beauty and an exhibition worth coming miles to see. *

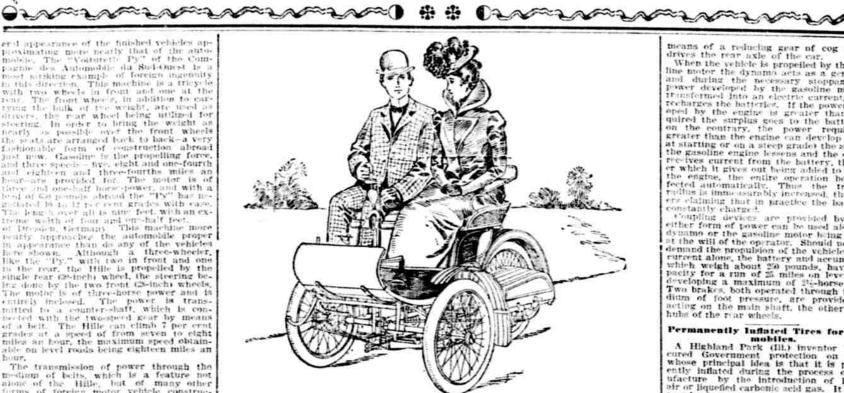
erd appearance of the finished vehicles approximating more nearly that of the automobile. The "Volturette Py" of the Compagne des Automobile du Sud-Ouest is a most activing chample of foreign ingenuity in this direction. This machine is a tricycle with two wheels in front and one at the tent. The front wheels, in addition to carrying the bulk of the weight, are used as divers, the rear wheel being utilized for steering. In order to bring the weight as nearly as pessible over the front wheels the seats are arranged back to back—a very fachiomable form of construction abroad just new. Gasssine is the propelling force, and three specie—five, eight and one-fourth and eighteen and three-fourths miles an hear—are provided for. The motor is of three and one-half horse-power, and with a lead of 5st pennils obroad the "Py" has negatived by to 12 ye come grades with case. The length over all is nine feet, with an extreme width of four and one-half feet. of Dresden, Germany. This machine more resulty approaches the automobile proper in appearance than do say of the vehicles here shown. Although a three-wheeler, like the "Py" with two in front and one in the rear, the Hille is propelled by the single rear (20-inch) wheel, the steering belies done by the two front Co-inch wheels. The motor is of three-horse power and is curirely inclosed. The power is transmitted to a counter-shaft, which is consected with the two-speed gear by means of a beit. The Hille can climb 7 per event grades at a speed of from seven to eight unless an hour, the maximum speed obtainable on level roads being eighteen miles an hour.

our.
The transmission of power through the medium of belts, which is a feature not alone of the Hille, but of many other forms of foreign motor vehicle construc-tion is sehiem, if ever, found in American machines. In speaking editorially of this "conspicuous imperfection" of foreign au-tomobiles the March Automobile says: "In this are of direct cornected machines and canobiles the March Automobile says: "In his age of direct-connected machines and bettic transmission of power, the belt is little out of date, according to American deas. The belt has rendered a boble server, but its imperfections are numerous ther methods of transmitting power have saved so far superior that it would seem only strange for an American to find a belt units automobile. The bleyele affords an accellent examine of methods of transmit-

pinions. Either of these methods possesses great advantages over the belt. On the automobile the belt is necessarily placed law in the running gear. It is therefore

A Combination Automobile.

The principal objection to automobiles of together on the



THE HILLE MOTORCYCLE-GERMAN.

subjected to all the vicientiades of weather and road conditions. Owners of such automobiles state that the belts slip worse in dry, dusty weather than in wet, and that the best results have been obtained with clean belts, a conclusion reached after trying resin and numerous compounds. The belt and pulleys must occupy more room and must be as expensive as other devices."

subjected to all the vici-situdes of weather | the electric type has been their limited traveling radius, some of the lighter forms of electromobiles having a maximum of less than twenty miles with one charging of the batteries. A Liege (Belgium) con-cern has endeavored to partially meet this objection by manufacturing a combination electric and masoline vehicle which weight in the neighborhood of see postels, and

means of a reducing gear of cog wheels, drives the rear axle of the car.

When the vehicle is propelled by the gasoline motor the dynamo acts as a generator, and during the necessary stoppages the power developed by the gasoline motor is triusformed into an electric current, which recharges the batteries. If the power developed by the engine is greater than is required the surplus goes to the battery; if, on the contrary, the power required is greater than the engine can develop except at starting or on a steep grade) the speed of the gasoline engine lessens and the dynamo receives current from the battery, the power which it gives out being added to that of the engine, the entire operation being effected automatically. Thus the traveling radius is immeasurably increased, the builders claiming that in practice the battery is constantly charged.

Coupling devices are provided by which either form of power can be used alone, the dynamo or the gasoline motor being cut out at the will of the operator. Should necessity demand the propulsion of the vehicle by the current alone, the battery and accumulator, which weigh about 250 pounds, have a capacity for a run of 25 miles on level roads, developing a maximum of 25-horse power. Two brakes, both operated through the medium of foot pressure, are provided, one acting on the main shaft, the other on the hubs of the rear wheels. means of a reducing gear of cog wheels,

Permanently Inflated Tires for Automobiles.

A Highland Park (III.) inventor has secured Government protection on a tire whose principal idea is that it is permanently inflated during the process of manufacture by the introduction of liquefied air or liquefied carbonic acid gas. It is composed of a group of soven air chambers refreumferentially disposed practically a banch of seven small tires, each inflated, contained in one large tire, and so arranged that a portion of the body of solid rubber intervence between the principal air chambers in a group. The object of this arrangement is to prevent deflation by dividing the liability of puncture, an injury to one chamber incapacitating the tire to but a limited extent. Permanently Inflated Tires for Auto-

which in experimental service has acted satisfactorily in almost every respect. The gasoline motor and the dynamo are coupled together on the same shaft, which by